



September-October 2024
Deadline for ads in next swap sheet is October 31, 2024

www.modelenginecollectors.org

Region 16 MECA Collecto Switzerland
2024 World C/L Championships
Indiana Engine Show
D-E Fuel Shut-Off Valve
Nathan R. Smith Flight Timer

Swap Sheet
Collecto Ads



MB-77 Aerobatic Engine

2024



Canadian Team's Grumman Hellcat. A subject rarely seen in stunt.

Control Line



Polish Team member's original design stunter in traditional Polish colors.



Italian team stunter powered by a Stalker 66 Rear Exhaust.

World Champs

From the Editor
Rich Kacmarsky
CDRK3@comcast.net

Lots of interesting stuff in this issue. We have reports from the region 16 Collecto in Switzerland and the World C/L Championships in Muncie. We also have two articles by Ray Leone about accessories that complement our engines. The cover engine is an MB-77 aerobatic engines that was seen at the World Champs. A full article on this engine will appear in a future Bulletin.

Finally, the engine shown on the back cover, by most accounts, does not exist. It is a McCoy "5" Diesel that I recently acquired on Ebay. This is a brazen attempt to solicit reader input. If you have information or opinions on the engine, please send them to me. They will appear in the next issue along with an in depth report on the engine.

That's all for now. Enjoy!

From the President
David Zwolak
LDSoar@msn.com

Your input and written/photo contributions make our MECA Bulletin a better publication. Steve Wolf kindly submitted the photo of the 1919 McCabe Aeroplane on page 21 in Bulletin #349. I did some research and discovered that this aircraft is at the Dawson County Historical Museum in Lexington, Nebraska. It is worth a visit to see this unique aeroplane if you are in Nebraska. Thanks to Steve for the photo and information.

Other opportunities have arisen for you to share your thoughts. Ron Zalfa sent appreciation for mention of the US Air Force model airplane team in the memorial about Russ Gardner, also in #349. Both Ron and I would like to learn more about the origin and history of the USAF teams. I suspect we have some veterans among our members who can share memories or photos. If you have information on the USAF teams, please send to me or to Editor Rich Kacmarsky. We will publish your comments in a future Bulletin.

Even further, my recent trip to the AMA in Muncie to attend the Control Line World Champs (photos in this issue) offered the opportunity to visit the museum and chat with director, Michael Smith. Mike raised an interesting question related to a future museum project. That being, what are the ten miniature engines or developments that marked major turning points in internal combustion model history?

The Brown Junior would likely be on this list as the first practical mass-produced model engine. Also, a candidate could be the H&H as the first glow ignition engine, along with the Arden glow plug, which followed shortly after. The Swedish Dyno may represent diesel ignition as a significant development.

What do you think? What engines or developments marked major advances in our hobby? Nominate as few or as many as you wish. But to keep the input manageable, target a max of about 10 engines or developments. Provide a reason why a particular engine/development should be recognized. Send your suggestions to me, and our MECA Historians Bill Bickel

and Jeff Prescott. We will publish results in the Bulletin and forward our collective input to Mike Smith at the AMA museum for future use.

So, there you have it! These are two great opportunities to get involved with your MECA and share your insights for the benefit of all. I look forward to your responses!

**MECA Secretary / Treasurer's Report
Issue N° 350 28 August 2024**

Account Balances:

Checking	\$ 8,407
Savings	\$10,342
Paypal	<u>\$ 533</u>
Total:	\$19,282

New Members

Michael McGue St. Joseph, MI
Scott Campbell Glenshaw, PA

Membership Numbers:

Renewals	4
New Members	2
Welcome backs	2
Regular members	169
Internet members	55
Honorary, Life, Staff	22
TOTAL	246

Didn't Receive Your Latest Issue? If you have not received your copy by the seventh day of the second month

of the issue, Call me, email me, or write me.

~~~~~ PLEASE CONTACT NO ONE ELSE BUT ME ~~~~~

MECADues@gmail.com or call 832-654-0309 any time

Renewal Deadlines: To avoid missing an issue, send your check or PayPal payment to arrive by the 10th of the month after your last issue's last month. Example: For dues expired with the Nov / Dec issue, the deadline would be January 10th. Consider renewing for multiple years ahead to avoid missing deadlines.

Is your membership expiring with this issue?? I am sending reminder emails and post cards to those without email addresses.

Address/E-mail Updates: Make sure to send updated information whenever you have it.

Back Issues: Several are available at \$6 plus postage (\$1.50 to the US). Contact me for more information.

Looking for Inspiration or Education?

The Home Shop Machinist has been helping hobby machinists since 1982.

Visit www.homeshopmachinist.net or call 800-447-7367 for a sample copy or subscription.

INDIANA ENGINE SHOW

The Machinist Group of Northeast Indiana is announcing their **27th annual Indiana Engine Show**, happening **Saturday October 12th, and Sunday October 13th, 2024**. Due to the extinction of the North American Model Engineering Show (NAMES) The Machinist Group felt it was time to grow their show from a gathering partnered with a tractor show to a full-featured show dedicated to model engines, home machining and manufacturing projects (completed and in progress), steam power, antique gas power, trains and toys. This year's show will be the continuation of a great large show dedicated to these hobbies, and the Machinist Group aims to make it bigger every year to meet their goal of filling the need created by losing NAMES.

The show will be held in the **National Auto and Truck Museum, 1000 Gordon M. Buehrig Place, Auburn Indiana 46706** which is adjacent to the Auburn, Cord & Duesenberg Museum. The museum website can be found at <https://natmus.org>.

Vendor and Exhibitor rules are available at the show website at: indianaengineshow.net/. Inquire directly with Aaron Koehler for table information at: indianaengineshow@gmail.com. MECA will be participating at the show and several MECA members will be selling choice engines.

The show is all indoors, so weather will not be an issue. **Entry fee is door admission for the museum.**

The museum has a YouTube channel, so you can preview the museum at:

<https://youtube.com/@aaronkohler648?si=8j7xtExe47cimwNX>

They also have a Facebook page at: <https://www.facebook.com/people/indiana-model-engine-show/100092022765016/>

One highlight of this great museum is the **GM Futureliner**, which I can't wait to see. So, bring your engines, bring your machine shop projects, bring your cars, trains, rockets, toys to exhibit or sell. We look forward to having a very good & fun reunion with The Machinist Group of Northeast Indiana and helping motivate this show to grow into what NAMES used to be!

PLEASE SAVE THE DATE *for the*
Indiana Engine Show



The National Auto & Truck Museum
Auburn, IN | Oct 12 & 13th, 2024
More Information to follow!



indianaengineshow.net indianaengineshow@gmail.com

D-E Fuel Shut-Off Valve

By

Ray Leone #233

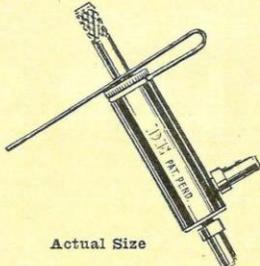
Engine accessories paralleled the development of model engines. During the spark ignition period the engine was stopped by a clockwork or pneumatic timer and switch that interrupted the ignition circuit. The advent of the glow plug in late 1947 presented a new challenge to stopping the engine.

Warnock claims The D-E Fuel Shut-Off valve was the first to come out. "It was designed by Joe Dale, marketed by Bill Effinger under the Berkeley name and manufactured by an outside vendor. The little 4-gram trip valve device had an aluminum housing and threaded brass fuel line connectors with an aluminum spring loaded valve and stem."

The first ad appeared in the January 1948 Model Airplane News (MAN). The ad shows the device in actual size so modelers can see how compact it is. (Author's Note: The size is 5/16" diameter by 1 3/4" length.) Berkeley Model Supplies, Brooklyn, New York was the seller, and the price was \$1.00.

The MAN ad states, "Here is a precision built accessory that solves the engine control problems for nearly every type of operation. It stops your engine whether it is a diesel, semi-diesel (glow plug), or full ignition operated. It stops it the right way – not by flooding the engine but by stopping the flow of fuel." (Author's Note: The reference to engine flooding will be covered later.)

NEW!—AND YOU NEED IT!



D-E
Fuel Shut-Off Valve
(PATENT PENDING)

Automatically and instantly shuts off fuel on any size model engine

Actual Size

Here is a precision-built accessory that solves the engine control problems for nearly every type of operation, effectively and efficiently. It stops your engine, whether it is diesel, semi-diesel (Glow Plug), or full-ignition operated. It stops it the *right way*—not by flooding the engine, but by stopping the flow of fuel. Furthermore, it prevents the syphoning action on gravity-flow engines.

THERE IS A D-E FUEL SHUT-OFF VALVE APPLICATION FOR EVERY TYPE OF MODEL ENGINE OPERATION:

- 1. FREE FLIGHT FLYING:**—An absolute necessity for free-flight flying with diesel or semi-diesel (Glow Plug) engines. The best way to shut off ignition type engines. May be attached to any Air Timer. The position of the trip lever is easily adjustable and it is not necessary to change the timer adjustment.
- 2. SPEED CONTROL LINE FLYING:**—With the trip lever extended below the fuselage, the engine can be stopped as the plane nears the ground. Prevents broken props and stops engines from "racing apart" if the prop breaks in the air.
- 3. PRECISION, STUNT, & SCALE CONTROL LINE FLYING:**—Just let the trip lever rest against the landing gear. When the wheels hit the ground, the engine will shut off.
- 4. RACE CARS AND SPEED BOATS:**—Every racing fan knows the headaches caused by flooding the engine when an ignition switch is used. The D-E Fuel Valve solves the problem, makes re-starting simple, prevents bent connecting rods.

Only \$1.00

MAIL ORDERS

If there is no model dealer in your community, mail orders will be filled after Dec. 15th by your regular mail order supplier, postpaid, or send order to Berkeley Model Supplies, 140 Greenpoint Ave., Brooklyn 22, N.Y.

Sold by
BERKELEY
DEALERS & DISTRIBUTORS

In the Engine Collectors' journal (ECJ) Issue 123, Jim Warnock makes the following statement in his multi-part history of flight timers. "The increased power of the glow engine and the elimination of all those heavy ignition accessories was just too much of a temptation . . . and the transition was irreversible. The manufacturers and suppliers wasted little time in bringing out fuel shut off devices"

Operation of the device is simple. When the stem is pulled out, a groove at its lower end catches the wire trip lever and locks the valve in the open position, allowing the fuel to flow to the engine. When the wire trip lever is dislodged from the stem's groove, the valve returns to the closed position and fuel to the engine is stopped. (Editor's Note: See photos at the end of this article.)

Instructions state the location of the wire trip lever can be changed by loosening the knurled nut, rotating the lever, and then retightening the nut. The D-E Fuel Shut-Off Valve can be inserted anywhere in the fuel line, and it was recommended that the fuel fitting at the bottom of the valve be placed on the engine end of the fuel line. But, no reason was given for this recommendation.

The following applications are given in the instructions:

Free Flight - A necessity for diesel or glow engines, and the best way to stop spark ignition engines. The valve may be attached to a pneumatic timer, thereby replacing the timer's contact points (see photo of installation from ECJ 123). The position of the wire trip lever is easily adjustable and it is not necessary to change the setting of the pneumatic timer. (Author's Note: Eventually, manufacturers of pneumatic timers incorporated a fuel shut off valve into the timer's design for more convenience and a cleaner installation.

Speed Control Line – Solder an extension on the wire trip lever so it extends below the propeller. It will stop the engine in the event of a faulty launch and prevents engine damage due to uncontrolled RPMs resulting from a broken prop.

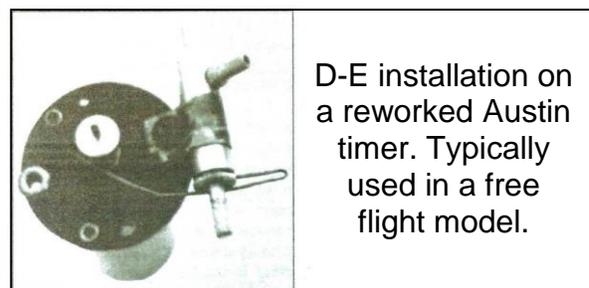
Stunt and Scale – Position the wire trip lever against the landing gear, or attach a wire from the landing gear to the lever. When the wheels hit the ground the engine will stop.

Race Cars and Speed Boats – Solder an extension on the wire trip lever and install the valve in a position similar to the ignition toggle switch. The valve can easily be tripped with a cloth rag while the car or boat is running. Every racing

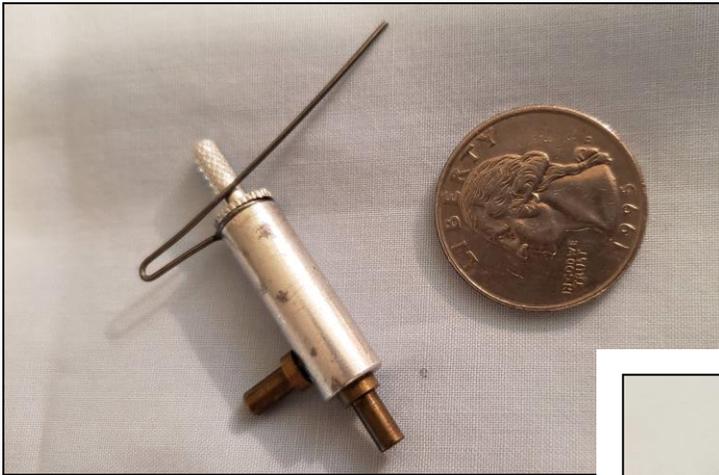
fan knows the problems caused by flooding of the engine when an ignition switch is used to stop the engine. The D-E Fuel Shut-Off Valve prevents flooding, eliminates the chance of bending the engine's connecting rod, and makes re-starting easy.

According to the book "Controline Models", by Bill Winter, the D-E Fuel Shut-Off Valve was also used for team race model aircraft. A secondary push rod extends forward from the bellcrank to the fuel shut off valve's trip lever. To stop the engine, the flier makes a very brief down movement of the control handle that trips the lever and closes the valve. This brief down movement causes the airplane to dip momentarily, but then resumes level flight.

In conclusion, the emergence of glow engines, and the availability of diesels, created a need for an accessory such as the D-E Fuel Shut-Off Valve.

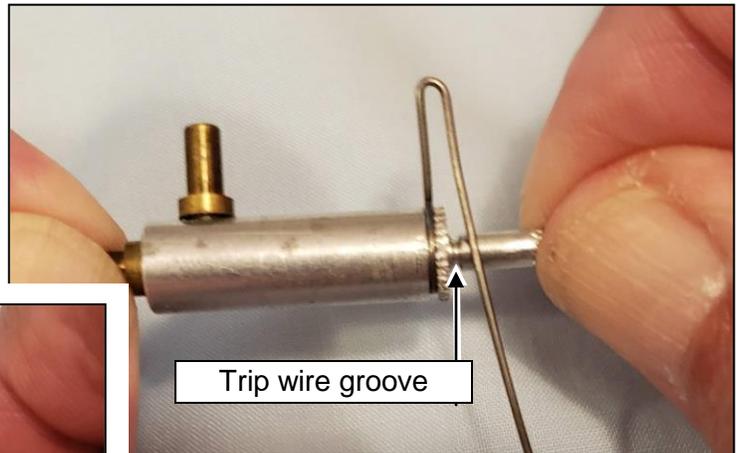


I have written this article in memory of Tim Dannels. Tim and I collaborated on a number of articles for ECJ dealing with a wide variety of engine accessories. He established a new column for the subject in Issue 230 titled "ACCESSORIES – These make 'em run". I am grateful for the encouragement Tim gave me while I was writing articles for ECJ, and it was an honor to have my articles published in his excellent magazine.

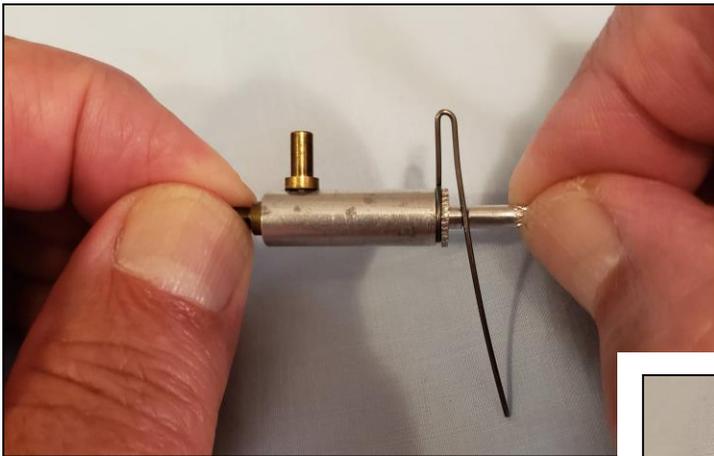


← The D-E Fuel Shut-Off valve photographed next to a quarter to illustrate the small size of this unit.

The groove at the base of the stem that catches the trip wire is shown.



← The stem is pulled out to allow the trip wire to engage the groove.



When released the trip wire now holds the stem in the open position allowing the fuel to flow to the engine.



← When triggered the trip wire pops out of the groove allowing the stem to return to the closed position stopping the fuel flow to the engine.

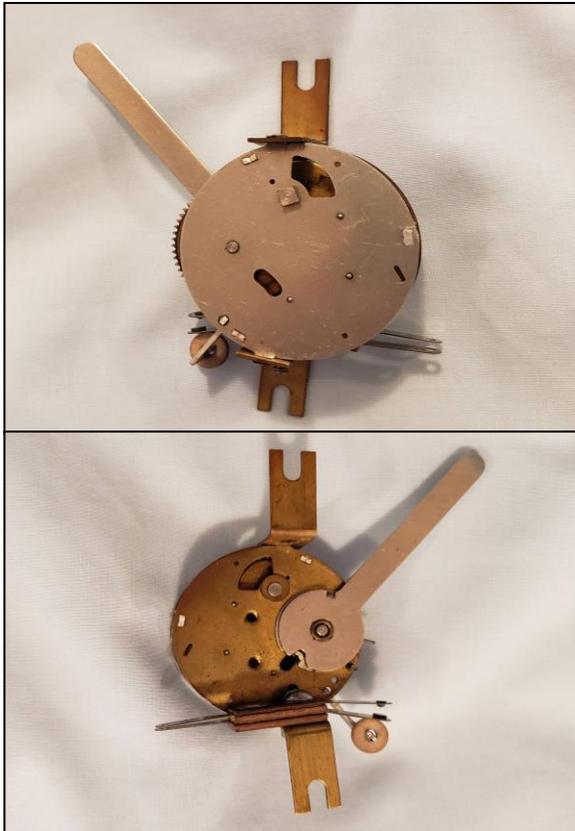


Nathan R. Smith Flight Timer

By

Ray Leone #233

During the early days of free flight modeling, it became apparent that a means of stopping the engine was necessary to prevent the loss of the model aircraft or to satisfy contest requirements. Over the years, many devices were marketed to meet this need. In the February 1994 issue of The Engine Collectors' Journal (ECJ), Jim Warnock began a twenty-five part series of articles titled "A History of Flight Timers and Related Etcetras" to document the development of engine cut off devices.



Front & Rear View of N.R. Smith Timer

A very early device was the clockwork timer ignition switch that cut off the ignition source to stop the engine.

Originally, camera timers were adapted to model aircraft use.

**FLIGHT
TIMER**

\$3.00
Postpaid

ANNOUNCING a new product for the timing of your model flights. Time 0 to 60 seconds inclusive. Weight 2¼ ounces, silver contact on-off switch, snap action. Invaluable for test flights and a necessity for the 45 second National finals.

IGNITION COIL—Our regular model that is standard equipment on most motors.....\$2.50

BIG SHOT IGNITION COIL—A superior type of heavy duty, efficient coil for boats and other high compression engines.....\$3.50

AVIATION SPECIAL CONDENSER—for the contact points, tubular aluminum case, stranded pigtail wires, side mounting bracket, 600 volt rating.....35c

We pay postage on orders over \$1.00

NATHAN R. SMITH
1814 W. 8th St., Los Angeles, Calif.

May 1937 Model Airplane News

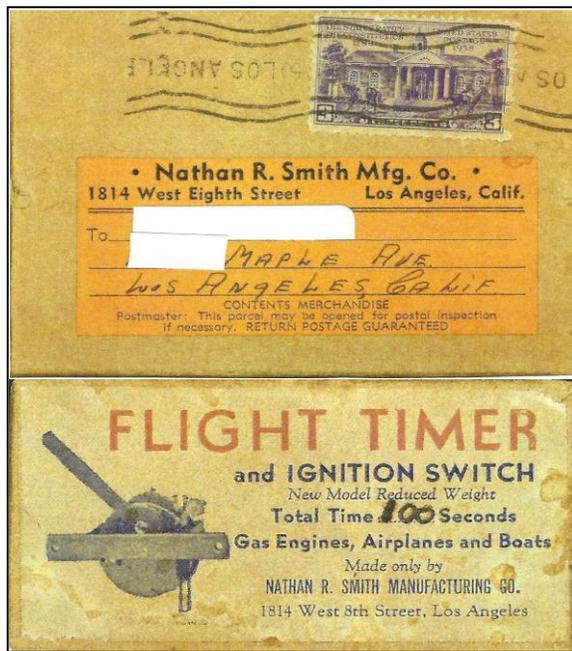
Then, in May 1937, Nathan R. Smith, Los Angeles, California, a manufacturer of ignition coils, announced its flight timer in Model Airplane News (MAN). The ad stated, "Announcing a new product for timing of your model flights, 0 to 60 seconds inclusive. Weight 2¼ ounces, silver contact on-off switch, snap action. Invaluable for test flights and a necessity for the 45 second National finals." Price was \$3.00 postpaid. I measured its large size at 1 5/8" diameter.

One year later in the May 1938 MAN, Smith advertised its ignition coil along with four versions of its new reduced weight timer complete with switch. Weight is now 1 ¾ ounces, and claimed to be the lightest complete timer on the market. Timers with a maximum duration of one or two minutes were

priced at \$3.00. Timers with a maximum duration of three or five minutes were priced at \$3.50.

Several years ago, I was fortunate to obtain a new in box Smith flight timer. The timer was wrapped in a piece of newspaper dated December 16, 1939. No instructions were contained.

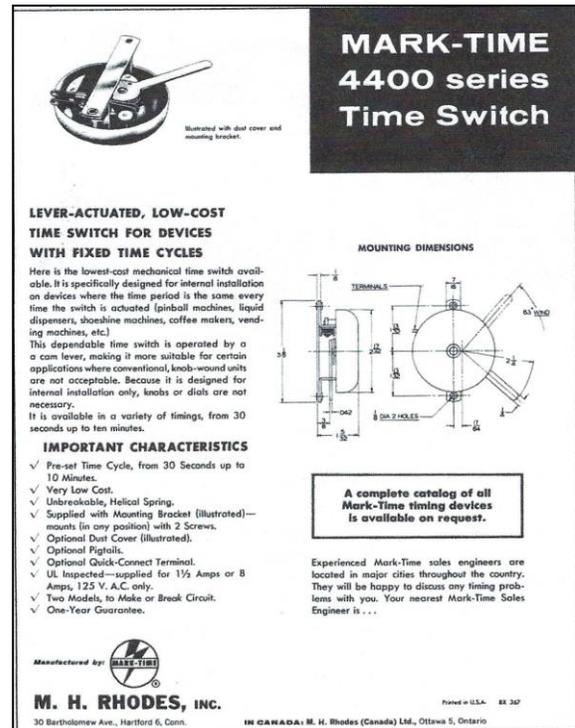
The box is actually a mailing carton, 4 1/4" L, 3" W, and 1 1/2" H. On one end of the box is a white label that says "Flight Timer and Ignition Switch. New model reduced weight, total time 100 seconds. Gas engines, airplanes, and boats. Made only by Nathan R. Smith manufacturing Co., 1813 West 8th Street, Los Angeles." I found that my example's actual maximum time is 75 seconds. A picture of the flight timer appears on the label.



Nathan R. Smith Timer Shipping Box

Postage to mail the timer to a modeler in Los Angeles, California was three cents. This later version of the timer does not have Smith's name stamped on the timer's winding arm.

The story of the Smith flight timer has an interesting twist. Although the label on the box claims the timer was made only by Smith, Warnock's article says other companies such as Scientific, Berkeley, and Comet also sold this style of timer.



In addition, according to Warnock, the flight timer was made by M.H. Rhodes, Inc., Hartford, Connecticut, as their Mark-Time 4400 Series Time Switch. The product was originally designed for use in pinball machines, but it was sold for other uses and was provided with different mounting brackets to meet these applications. The time switch was available in a variety of timings from thirty seconds to ten minutes. Its helical spring was claimed to be unbreakable. I have included a copy of the M.H. Rhodes product specification sheet that appeared in ECJ Issue 111.

To my knowledge, Smith did not continue to sell its flight timer after World War 2. This was probably due to the increasing popularity of pneumatic

Sun, Moon, Tide Tables for Southland Region
 Published by the Pasadena Star-News, Inc.
 1124 P. M. MONDAY, DECEMBER 16, 1939
 1124 P. M. TUESDAY, DECEMBER 17, 1939

PASADENA STAR-NEWS

PART TWO—PASADENA, CALIFORNIA, SATURDAY, DECEMBER 16, 1939—PART TWO

Market Trend for Day at Home and Abroad
 NEW YORK, Dec. 15 (AP)—Stocks in regular early trading today, made record gains, according to a survey by Wall Street, Atlanta report.

MAYOR ROSSI TO BE GUEST AT PARADE

Leaders of Bay City Accept Invitation

TOTAL OF 600,000 CAN SEE FETE

Standing Room Over Route Estimated

Mayor Angelo Rossi of San Francisco, with A. J. Cherry, chief administrator of the city and county of San Francisco, will be among the distinguished guests of the Tournament of Roses Association on New Year's Day.

Acceptance of the invitation extended by telegram by Herbert G. Lund, president of the Tournament of Roses Association, was received today by telephone. The invitation is issued as follows:

"This organization extends a cordial invitation to the Honorable Angelo Rossi and commending and their wives to participate in the 31st annual Tournament of Roses parade. We are particularly desirous of this expression believing that the people of the entire state will recognize in it an expression of our common interest in the great Pacific International Exposition."

Angelo Rossi, Pasadena, California

READING NEWSPAPERS SAVES HOUSEHOLDER POSSIBLE BURGLARY

Man Pretending to Be Census Taker Seeks Entrance to Home

Reading the newspaper saved a possible burglary yesterday, police state, when a man, believed to have had an eye on robbery, called at two homes on South Grand Avenue and represented himself as a census taker. In the second place visited the man appearing the door resulted having the road in the Pasadena newspapers that taking of the census does not start until next year and decided to call the police.

Both uniformed officers and Detective W. O. Kelley and Ed Fleck responded to the call but the man, representing himself as a census taker, thereby hoping to gain entrance into the home, had made good his escape. While working in the same neighborhood the detectives found that the same man had tried the scheme on another citizen. They believe he probably had worked the ruse in several other places.

Detectives urge everyone to be approached to demand credentials and, if none are produced, to call the police promptly.

Public Workers' Wage Levy Due

HOTELS GREET CLEVELAND LEADERS

Three Noted Ohioans Arrive For Winter

HORSE TRAINERS DUE IN CITY

Santa Anita Racing Figures Expected

Clair H. Foster, the man who invented the Gabriel automobile; Stanley W. Tucker, who breeds heavy thoroughbreds at his Ohio farm, and Capt. C. L. Hutchinson, dean of Great Lakes skippers and shipping magnates, were among the week-end's arrivals at the Huntington Hotel, which they make their winter homes.

All had been Cleveland, which has one of the largest winter residential colonies at the Huntington.

Upon arrival Mr. Tucker had a session with the Grand Hotel, K. F. Flett, Pittsburgh, who also raises fine farms horses at his farm, and they began swapping yarns about their breeds.

Arrive at Vista
 At the Vista del Arroyo new arrivals included Mr. and Mrs. W. O. Barrett, from Oceanside, and Mrs. Elinor Lamb, from Pasadena.

Planted Famous Deodars of Christmas Tree Lane



TOM L. BOARD

CITY BUILDING GAIN SHOWN FOR YEAR

Permits Exceed 1938 Total By \$48,500

SPURT EXPECTED TO CONTINUE

Home Construction Activity Seen

Building for the year to date now exceeds the total for 1938 by more than \$48,500, as a result of the issuance of a number of substantial permits this month. The year's total to date is \$2,611,716, as compared with the figure of \$1,832,172 for all of last year.

Permits were issued today for four residences and extensive alterations.

All had been Cleveland, which has one of the largest winter residential colonies at the Huntington.

Upon arrival Mr. Tucker had a session with the Grand Hotel, K. F. Flett, Pittsburgh, who also raises fine farms horses at his farm, and they began swapping yarns about their breeds.

THOUGHTS Of The Day

By CHARLEY FADDOCK

Although triumphantly over and done with, the present five months war in Europe is not over. It is a war of attrition, and it is a war of attrition.

NATIONAL BOXING COMMISSION
 A fast under-age, one-fifty Thomas, a scuffed heavyweight fighter often referred to in the parlance of the ring as "Mortimer" or "Mortimer," confessed that he had blown back to Max Baumbach and Tony Galento. He made this admission in Chicago but as one of the fight had been held in New York, Thomas was announced before the boxing commission of that state, which happens to be the most important body of its kind in the United States, and there he refused to answer questions. The reason it is not hard to understand since a confession in New York would carry an instant jail sentence for every man throwing a fight in that state is a crime while in Illinois, it is not.

Thomas had confessed to New York.

Thomas had confessed to New York.

Thomas had confessed to New York.

HIGH CHURCH FIGURE AT SHRINE

Newly-Named Bishop Blessed at Lourdes

REV. JOHN O'HARA PAYS VISIT

To Resign Presidency of Notre Dame

Venerable Rev. John F. O'Hara, recently appointed titular bishop of Malta by Pope Pius XII, had before the "Land of the West" Shrine at St. Elizabeth's Catholic Church here this morning and was blessed with water from the original Lourdes shrine of France by Father J. P. Hannon.

O'Hara had confessed to New York.

O'Hara had confessed to New York.

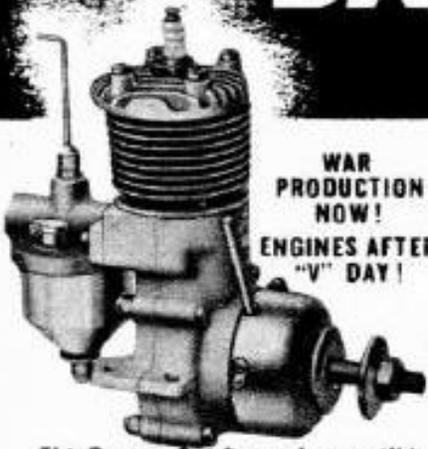
O'Hara had confessed to New York.

December 16, 1939 newspaper used as packing material

timers. Today, the Smith flight timer is a difficult to find accessory.

Please send any corrections, additions, or comments in regard to my article to the Bulletin Editor. All will be welcome.

VICTORY AND THE NEW "BARKER" ENGINE ARE ON THE WAY!



WAR PRODUCTION NOW! ENGINES AFTER "V" DAY!

This Pre-war Spitfire as shown will be replaced with the new "BARKER". Service and parts will be available.

SPEED "V" DAY!

Buy War Bonds and Stamps.

Designed for those who want the finest. Engineered for weight, power, strength, starting ease and dependability.

Entirely new in every detail.

Revolutionary features—Finest Materials—Newest Methods—Rigid Aircraft Specifications.

DEALERS: Write at once on your letterhead and get on our list for first release of detailed literature.

BARKER ENGINEERING CO. P. O. BOX 84 SO. EUCLID 21, OHIO

**MECA Collecto Region 16 at
Oberbalm, Switzerland – 15 June 24**

**By
Daniel Gurtner, MECA 4893-16**

This year we celebrated the 30th anniversary of the Swiss Collecto in Bern together with our longstanding friends from Germany, Italy and Spain. As in the last couple of years the Collecto took place in Restaurant Bären in Oberbalm not far from Bern. Numerous exhibitors presented their model engines, model airplanes, old remote controls and various model engine items. Some exhibits were offered for sale or exchange. Once again our colleagues from the Swiss Model Tether Car Club spent the time with us and displayed their racing cars. As every year a pleasing number of visitors joined us, including some

familiar faces.

The very keen exhibitors arrived as early as at 8AM to set up tables and showcases. There were a good variety of engines from different manufacturers. We had a very pleasant time together discussing and talking shop.

I struck lucky and was able to sit close to Roland Liebi and Martin Stalder, two passionate model engine builders. Their exhibits were keenly admired. There was everything on view from the 1-cylinder to the V8 engine, even three model turbines built by Martin Stalder.

Like every year, we ended our Collecto with a cozy dinner in the evening.

Photos were taken by Thomas Ghisler and Daniel Gurtner. (More photos on inside back cover)



Günther Bradler and Jose Manuel Rojo with his wife Ray



A difficult decision



A difficult decision



Model engines built by Martin Stalder

2024 Control Line World Champs
by
David Zwolak

August allowed me to spend a delightful week at the AMA national flying site for the 2024 Control Line World Champs. I previously attended the last World Champs at AMA in 2004, which gave a chance to reflect on the changes in our hobby over the past 20-years.

Aerobatics (F2B) was notable in a few areas. The 4-cycle engine adapted for stunt was in ascendance in 2004. Twenty years later the 4-cycle engine was completely absent. A new contender challenging the 2-cycle glow is electric power. A rough estimate was that about 30-40% of the airplanes were electric. This powerplant is viewed as providing consistent stunt power under a variety of conditions. Also, electrics offer an advantage to travelers in that they do not require transporting combustible fuel.

Nevertheless, internal combustion still acquitted itself very well. A variety of engines were successfully competing including the Stalker 66RE and the classic Super Tigre ST60. Precision Aero engines were well represented. David Fitzgerald flew his Thunder Gazer with a PA75 on pipe thumping out big-bore power. Similarly, a Canadian stunter sported a PA61.

The Ukrainian Yatsenko Discovery Retro 68 was very much in evidence. This is mostly because it is an excellent aerobatic motor. Also, because it comes standard on the Yatsenko designed/built Shark Ellipse 2 stunter. The Shark was popular because it is completely take-apart allowing easy

transport in a dedicated shipping container. The Retro 68 and the Shark made a great combination.

The most unusual aerobatics engine was the MB-77 custom built by Lauri Malila of Switzerland. Lauri works in collaboration with Rob Metkemeijer, a noted Netherlands team-race builder/flyer. Their partnership applies a monolithic AAC cylinder, RSP piston material, use of a Dykes ring, and other features in pursuit of improved engine performance. Lauri is a watchmaker by profession so his machining is exceptional. Rob is well known for the exemplary FMV team race diesel. We hope to feature more on Lauri and Rob's collaboration in future Bulletins.

Profi and Fora 2.5cc engines predominated in speed (F2A), combat (F2D), and team race (F2C) – no electrics here. The Lerner (German?) and Kostin (Russian?) 2.5cc engines were mentioned as alternates; but none were spotted. Thus, with two common engines, and often similar airplane designs, the question arises as to what differentiates the winner? US Team Race member, Steve Wilk, the power behind Eliminatorprops.com, provided some insights.

The propeller is one important factor. Different competitors use varied designs and construction materials that may provide an advantage. In team race, the diesel fuel composition can also be a determinant. Standard competition diesel fuel contains 35% Ether, 10% oil, ~1% ignition improver, ~1% tetra-ethyl lead-like component, and the balance kerosene. Steve pointed out that competitors vary these ratios and components to yield an advantage.

Also common is the use of up to three different fuel compositions during the race depending on how long and how well the engine is running. The pit-person can switch the fuel blend used to suite actual conditions.

Further, effective pitting and piloting are crucial factors in team-race and combat. Both are independent of the engine or airplane. Matches are won in the air not

on the ground. This favors an effective pit crew. And once in the air, the airplane must be skillfully flown. This favors the superior pilot. Human ability rules. No AI here. Not yet, anyway.

Thus are the World Champs take-aways from your humble MECA scribe. It was a week filled with splendid people, beautiful weather, and cutting-edge technology. Enjoy the photos!



Brazilian F2A speed models – the most colorful of the bunch. Look now because they are a blur in the air!



Profi 2.5cc engines predominated in F2A speed. This one has 3D printed air scoop that incorporates an internal filter screen and inserts into the venturi.



USA Team Steve Wilk's carbon fiber wing F2C team race models & custom carry case. Engines are Profi 2.5cc diesels. Max fuel allowed is a scant 7cc (yes, only seven).



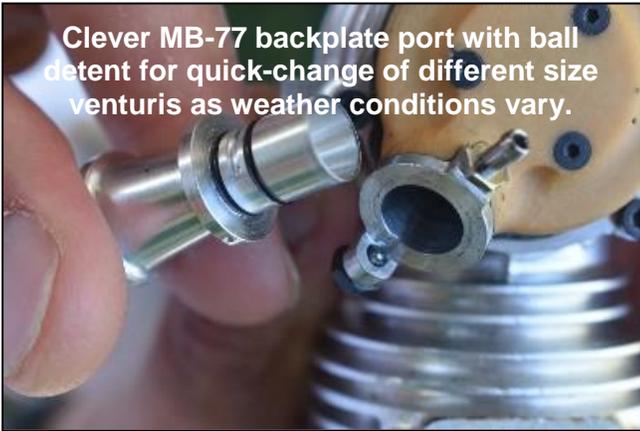
Discovery Retro .68 glow in a British model. The Discovery was a popular choice in F2B.



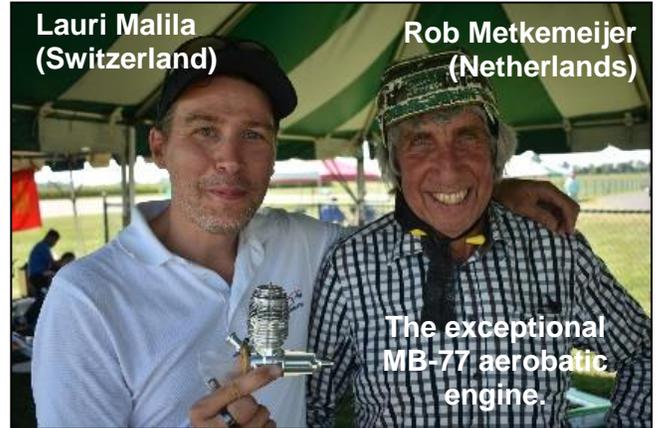
US F2D Combat Team member Aimee Olson with pit crew David Fischer & Jeff Johnson. Aimee pilots Yuenko airplanes powered by long stroke Super Fora 2.5cc engines.



Unique radial engine mount on Aimee's model to give a more rigid attachment to the airplane.



Clever MB-77 backplate port with ball detent for quick-change of different size venturis as weather conditions vary.



Lauri Malila (Switzerland) Rob Metkemeijer (Netherlands)

The exceptional MB-77 aerobatic engine.



Clean installation of the MB-77 in Lauri's airplane. Canted mounting angle promotes a better run.



Close up of the MB-77. More to come on this engine in a future Bulletin.



Colorful Yatsenko Shark



Vintage combat and stunt fleet displayed by Canadian, Greg Davis.

Models listed below

Clockwise from the top are a long-boom VooDoo, WOW, Combat Streak, Hotter-n-That, T-Square, Flying Fool, and a sole Brit Iron Monger. All except the last have Fox engines. The Iron Monger sports a Tom Ridley Oliver Tiger 2.5cc diesel. Classic power!

COLLECTO

REGION 1

Hobby Swap Shop & **MECA Collecto** Saturday Oct 5, 2024
 Model Engine Corp. of America 16015 Adelante Street, Irwindale, Ca. 91702
 8:30am till 12:00am Visit www.mecoa.com/collecto for map and more info
 Take I-210 FWY to Irwindale Ave. Go south to 1st light, Irwindale Rd., and turn left
 You will see Adelante St. as soon as you turn, MECOA is 2nd building on left.

Sellers Tables with admission \$10 for MECA members.....Non MECA members \$10.01

Bring your own Table and Chair and save \$5.00 – This is an outdoor event.

Buyers admission \$5 for MECA members.....Non MECA members \$5.01

Coffee & Donuts availableContact Jay Procenko (310)839-8572

Don't forget, we need prizes for our RAFFLE

No need for advance reservations.....Just pay at the door

This Collecto Ad Approved by: Jay Procenko

Regional Director. Date: 04/20/2024

COLLECTO

REGION 2



MECA COLLECTO Sponsors By SAM21

Saturday, November 9th, 2024

Westhope Presbyterian Church

12850 Saratoga Avenue, Saratoga, California 95070

Buy, Sell, Swap, Trade Any Model Related Items.

Airplanes, Cars, Boats, Engines, Kits, Parts, Etc.

General Admission: \$ 5.00 Tables(2.5' X 8'): \$ 10.00

FACE COVERINGS OPTIONAL BUT RECOMMENDED FOR INDOOR.

Includes coffee and Doughnuts.

*Opens to Sellers @ 8:00am, Opens to Buyers @ 8:30am. Event Ends @ 12:00 Noon
 For More Information, Contact Brian Sargent (408) 656-3662 or bhsargent@gmail.com*

This Collecto Ad Approved by Brian Sargent

Regional Director

Date: 8-24-2024

COLLECTO

REGION 9

Open Wheel Nationals & Collecto

- Racing - Friday, September 27th, Saturday, September 28th, and Sunday, September 29th
- Collecto - Saturday, September 28th - 8AM to 4PM - No setup fee, Bring table / awnings
- Location: BMRCA Track
185 Stahl Lane
Bowling Green KY, 42101
- Contact info:
Tom Brown 615-239-9535
Marvin Justus 760-802-2536



This Collecto Ad Approved by: David Z.wolak

Regional Director. Date: 06/21/2024

DAVE BRAUN 436-01 745 VIA CRIZABA RIVERSIDE, CA. 92506 951 276-9267

FOR SALE OR TRADE: Dooling 29 #2728 (REAR OF EX. STACK CUT OUT, MSG, NV) EX \$95 • VLTAVAN 29 #240 EX/LN \$95 • VLTAVAN 2.5cc Glow #147 (DUNKIN #229 '57 EX \$70 • SUPER TIGRE 421/35 COMBAT NIB \$150 • COX TD 69 (BLACK BOX) NIB \$75 • MVVS 2.5 DP DIESEL (DUNKIN #928) #559 '76 NIB \$135 • ALAQ X-3 2.5cc DIESEL (DUNKIN #656) NIB \$95 • BARBINI B. 46 2.5cc DIESEL (DUNKIN #598) EXIB \$110 • OS FS-120 SURPASS SP SUPERCHARGED #0588 NIB \$1295 • JAGUAR .8cc DIESEL #693 (MSG. INST.) NIB \$75 • PLEASE ADD POSTAGE

DAVID BOGDANYI (2079-1) 8615 Lindley Ave. Northridge, Ca. 91325-3317. ^{PHONE} ~~BELOW~~

WANT: TAIFUN BLIZZARD 2.5cc Diesel. MOLNAR 78cc Circa 1941

MODEL PLANE NEWS JUNE 1937. FLY. MODELS MAGS.

APRIL 1948 & Oct. - Dec. 1960. EURO. FREE FLIGHT

PLANS & KITS. OLD MODEL PLANE TROPHY FROM 1930-1950.

MEGOW SILVER FLYER 1937 PLAN OR KIT. BILL HARTILL'S

F/F BK. McCoy Lighting Bolts. 19-#15.35-25. ^{#ex+Please} #Ph. 818-885-0571. ^{EVER PST.} HAVE FUN

Lou Jendras 001-04 957 E. Midway Blvd Broomfield CO 80020 720-980-779

WANT: Drone dsl 1st model nva tank, cyl hd. Madewell 14 fixed pt & timer arm. Atwood outboard gas cap. Cub 049D c'shaft. Baby Mac 049 glo cyl/pist/rod assy.

FOR SALE: ARDEN 099 ign bad c'case/backplate but exc comp rare mag hd has timer & tank no nv or plug \$35. THOR exc but swollen dw fiber no plug \$45. McCoys: .19 #79 vg open lug nv flex msg \$25. .29 #65 vg no nv \$25. ENYAs: 09-IV vg but bad carb/throttle \$10. 19 mod 4004 c/l exc \$35. MAGNUM GPSE65 ln w/box & papers \$100. COX: GoldenBee exc \$45 BabeBee exc \$35 rtf eng exc. \$25 QRC w/acces. mount ln \$45. MISC old props, tanks, wheels etc. call or wtever for details. S&H extra all. jendrasmusic@yahoo.com (720)-980-7791. 8/24

Rich Kacmarsky MECA #5737 4820 Plum Hollow Dr, Lansing MI 48917 (517) 323-8932



WANTED

Need a Brown Jr Marine engine with the water jacket as pictured (or similar)

Or just the water jacket

Thank you !

CDRK3 @ comcast.net

Doug MacDonald 1920

5 Oxbow Ln

Canton, CT 06019-2649

860 944-9994

5; .049 WenMac engines (Mark II, IV, XII) all LN
 2; .049 McCoy (1 w/spinner & prop) LN
 2; plastic crankcase .049 (1 missing tank back)
 Japanese zero uncontrol airplane (Like Cox)
 7; Props, two/three blade
 WenMac Corsair (chromed worn in areas)
 Must sell as a package \$90⁰⁰ plus shipping

wrenches;
 WenMac, McCoy
 Testors

#OFFELT 1701

6904 W. SAINT ANDREWS YORKTOWN IN. 47396 765 729 2241

KITE VR NIP 1/16 SCALE MINT \$250 • VR EOP WITH CAMEL 1/16 SCALE MINT \$200 • AD 484 IN THE REPTOR NIP \$22 NIP \$15
 BLACK HAWK PERKY OT 15 SPEED, MINT (NGH) NIP \$70 • TOP FLIGHT SPITFIRE 65 IN SPAN UNTOUCHED MINT BOX \$310 •
 PARTNER PRODUCTIONS MAGIC MILER PHOTO SPEED, PRO LEVEL KIT, MINT \$175 • STERLING FOKKER DR-1 (E-2) MINT \$75 • RN
 DOUBLE HIT SES/FOKKER D-8 (CG-504) MINT \$60 • KYDSHO GEDDIC GALAXY 1/2A FF 49 IN. MINT \$70 • FLYING T MODEL CO.
 1915 G.G. WHITE CHARABANK 31 IN. \$46 - AVIRO D 1911 23 IN. MINT \$45 • HERR ENGINEERING FOKKER D-7 24 IN. MINT \$60 • CUEKE
 SMILEY FOK D8 15 1/2 IN. MINT \$65 • GULLOWS NIE 20 18 IN. ORIGINAL (42) VERSION, MINT \$65 • PROTOE NIE 11 1/2 ORIGINAL 1967 KIT
 MADE IN CAN PIECE UNTOUCHED 100% COMPLETE \$425 • CO2 SELL GASPARIN 6M 120/ACC. NIMINT BOX \$75 • MODEL A CO2 NIB
 ALL ACC \$70 • OKCUB CO2 KIT ENG+CHASSIS+TANK NIMINT \$55 • TS BRUNO JR. MD 140 20 IN. MAS GOLD CASE, EN 133 NIP \$15
 BROWNIE MICROJET NIP \$55 • BSCAMPUS A-25 ALUM EN 288 \$75 • BRUNO JR. B-100 EN 565 NIP \$75 • GLOW LINE SELL SIMONS
 42 5/8 SEC NIMINT BOX \$265 • COMPACT TUGER GIUNER \$25 • TRIMONS 2.5 62B NIMINT BOX \$150 • SUPER TIGRE (1966) 4-21 55
 LA PHOTO NIMINT BOX \$180 • TO TESTORS MCCOY RED HD .049 /PROP, TANK NIP OPENED \$65 • 62 HOLLAND HORNET NIMINT, RARE
 HEAVY C/L \$107 • BROWNIE CO2, .005 W/PROP, TANK MAG NIP \$110 • 80 ROSSI 2.5 SPEED NIMINT \$265 • ROSSI F2A PIPE NIB \$45
 79 PICCO 2.5 SPEED NIMINT \$265 • PICCO F2A PIPE NIB \$45 • ST IRVING 2.5 PRO C/L 30K RPM NIMINT \$175 • 66 SUPER TIGRE
 615/19 SPEED ITALIAN MKT, 2 1/8 ROUND VENT, EX ADAPT READY NIMINT BOX UNOPENED FACTORY PACKAGING \$275 • NOVA
 ROSSI 2.5, 8 BIT TURBO FF/66 NIMINT \$275 • VECA (JAPAN) 19 C/LFF NIB \$75 • 92 CYCLO 40 FSD Pylon DR W/SPINNER
 \$425 NIP • 58 COX OLYMPIC 15 NIBURLE BOX \$245 • UNORTANIUM FOX RACING PLUGS, 70% NITRO - REQUIRES REGISTER
 NIP \$9 • SUPER TIGRE K15/X-40 INSERT PLUGS NIP \$10 • SUPER TIGRE 615/19 F1 RADIAL MOUNT STREAMLINE PAN
 NIMINT \$75 • K&B 1975 SE II (IST METRIC) CASE NIP \$55 • 6.5 Pylon SHUT OFF NEEDLES BRASS 17, ALUM \$8 • GMA K&B
 5.8 LINER-PISTON-DOUBLE BUBBLE HEAD SETS, MARKED #1 & #2 PITED, HEAT TREATED \$70 • K&B 7.5 FR COMPLETE FRONT
 END SETS N \$55 • K&B 6.5 LINER-PISTON SET NIP \$55 • ROSSI MK2 LINER-PISTON SET NIP \$75 • VECA PRESSURE TANK
 W/CHECK VALVE & BATTERY NIMINT BOXES 20C \$15, 350C \$17, 40C \$20 • KAWAN PRESSURE CARBS NIB (W GERMAN)
 OS40 \$40 • SUPER TIGRE 51-60 \$45 • MARINE SPECIALTIES K&B 40S H2O COOLED HEAD SET \$30 • BETTER PUT ON
 WANTED - NEW UNALTERED ROSSI BLACKHEAD 15 • NOVEL .061 VECA 50C MATT BLASTED CASE.

Jay Procenko #4937 14784 Juniper St, Hesperia, Ca. 92345 (310)839-8572

WANTED: Engine Collectors Journal (EC.) Volumes 38,39,40. Need these to complete my journals.

Also wanted Taplin twin diesel model engine complete with good compression.

Email: jay.ny61@prodigy.net Cell Phone (310)945-6754

MECA ADDS DO WORK, Thanks Jay

Bill Bickel 384-01 3121 W. Cavedale Dr. Phoenix, AZ. 85083 wbickel@msn.com

PARTS FOR SALE: Please add \$3.00 postage. WASP TWIN - Lead repro timer frame - \$5.00,

DAVIES? - Drive washer - \$5.00, OHLSSON .19/23 - 4 Spot drive washer - \$5.00, DEW - Repro?
 spray bar and drive washer - \$8.00. **SPECIAL:** ALL 4 ABOVE ITEMS FOR ONLY \$20.00 ppd.

ENGINE COLLECTORS' JOURNAL Issues 1-270 and THE MODEL ENGINE COLLECTOR
 INDEXES on one CD. \$20.00 ppd. MECA BULLETIN issues 1-339 and THE MODEL ENGINE
 COLLECTOR issues 1-4 INDEXES on one CD. \$15.00 ppd. Please inquire about foreign shipping.

Dan Ducezia #5828 2009 E. Howard Ave. St. Francis WI 53235 414-744-2230

Early McCoy 19 R.I.
Parts Eng \$200

Camron 19 Seems never

run - Missing N/A chip

washer between U&L Dist

Testers
McCoy .049 FI 10.00

FOX 15 R/G 12.00

FOX 15 R/C Missing

PN PW DW 10.00

Orig. Cub .049 EX 15.00

VECO 19 Grey-C-Parts

Eng. EX 12.00

Cub .049b w/ tank w/ P

Spitfire .045 Dynamic

Comp. Missing NY 12.00

Multi Parts Eng. The

reip recasting Parts:

2 OK Cub Co. 25.00

4 Fox .049 45.00

Spitfire .065

Missing PN Pul DW

10.00

McCoy 19 Stunt

Bones 7

Used but good Sport

reach glow plugs 3 hrs

Have Many

Dan Sitter 13674 Bennington Ct Fontana, CA 92336

For Sale

Atwood First Engine Inboard Marine Engine

.292 dist - est \$2500 + \$20 Shipping.

Doug MacDonald 1920 5 Oxbow Ln Canton, CT 06019-2649 860 944-9994

3 Ohlsson 60 engines, excellent condition
\$60.00 each. (1 has tank)

1 Fleetwind 60, \$55.00 E*, no tank

Swap Sheet Ads really do work!

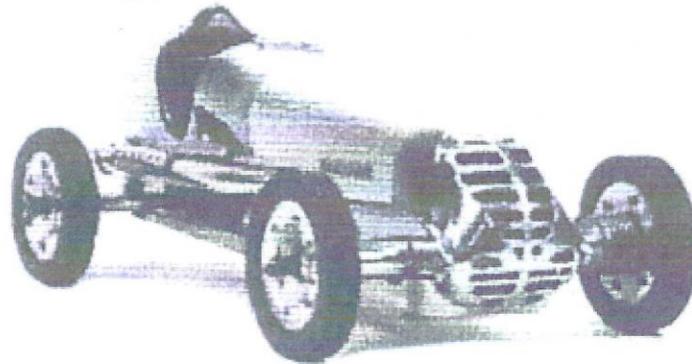


Send yours in today while you are thinking about it!

The 23rd Annual Fall "Collecto" and Hobby Swap Meet

Sponsored by

M.E.C.A. REGION 5
(Model Engine Collectors Association)



ATTENTION EXHIBITORS

Set Up at 7:30 am

MECA Exhibit Tables:
\$10.00/ea.
(Includes Admission)

Contact:

Don Adriano
(262) 677-2835
Email: exairtec@aol.com



PUBLIC WELCOME!

See Collectable Model Engines, Parts,
Planes, Kits, Cars, Boats, & More!
Participate: View, Buy, Sell, Swap & Trade

FREE APPRAISALS!

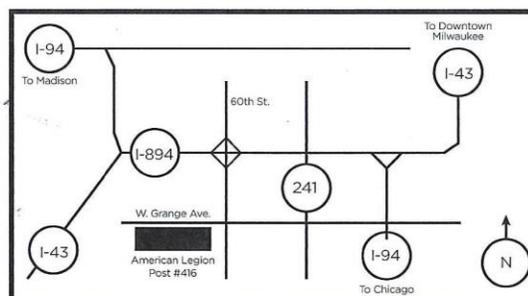
Saturday, October 5, 2024

(9:00am - 12:00 Noon)

\$5.00 General Admission

(Children under 12 - Free)

Coffee & Donuts Available



Location:

**American Legion Post
6351 West Grange Ave.
Greendale, WI**

Exit #7 - 60th Street
South 1.2 Miles to Grange Ave.
West 0.3 Miles to Post #416

Russ Gardner Estate Engines – List 2 (Sept/Oct 2024)

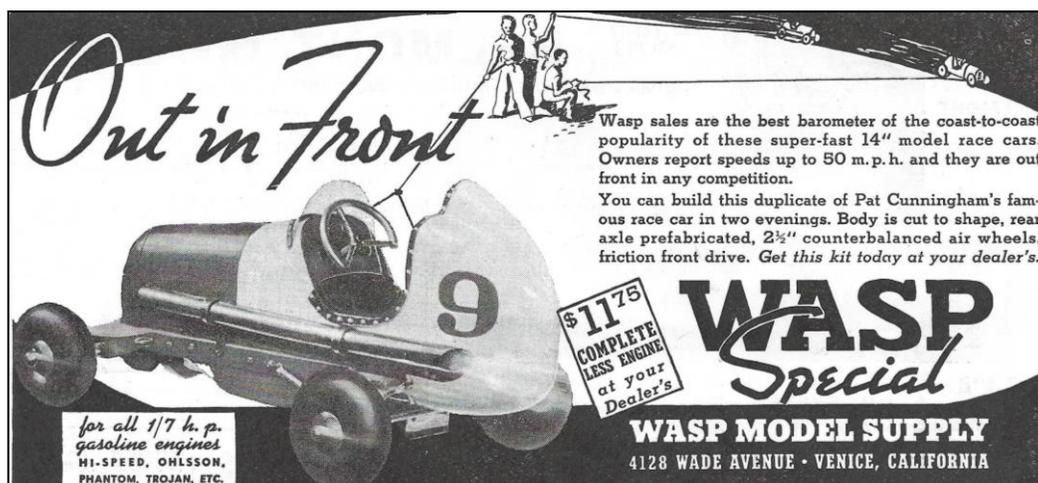
AP .15 R/C "Yellow Jacket" w/Compact Muffler, NIB, \$40
Brat .25 R/C, w/Muffler, Exc, \$30
COMO .40 R/C, NIB, \$60
Cox TeeDee .010, New, \$80
Cox .049 Car w/Pull Start, Dune Buggy & Baja, LN, \$25
Cox .049, w/Plastic Backplate/Venturi, New, \$30
Cox .049 DragonFly, NIB, \$35
Cox .074 Queen Bee, NIB, \$100
DeLong .30, msg. Timer, Bolt Holes Slight Enlarge, o/w Exc-LN, \$40
Forster F29, Exc.-LN, \$40
Fox .15BB R/C, Schneurle, NIB, \$50
Fox .15X, NIB, \$35
Fox .35, Sand Cast, 3-Bolt Backplate, 4-Bolt Head, Exc., \$80
Fox .35 Stunt, Exc., \$30
Fox .40BB R/C, Schneurle, NIB, \$50
Fox .60 Eagle III .60 R/C, NIB, \$100
Fox 1.20 Flat Twin, Needs Cleaning but o/w LNIB, \$300
Gilbert .074, New on Blister Card, \$40
Gilbert .11, w/Spring Starter, LN, \$20
Irvine .53 R/C, Red C'case w/muffler, Good, \$40
Kraft .61 R/C, w/Pitts Muffler, VG, \$30
K&B .15 R/C Schneurle, NIB, \$90
K&B Sportster .20 R/C, NIB, \$35
K&B .35 GH, Exc-LN, \$35
K&B Sportster .45 R/C, NIB, \$45
K&B .61 R/C, Perry Carb w/Muffler, LN, \$60
McCoy .19 Stunt, Ser. 21, Finned C'case, New, \$20
McCoy .29 Stunt, Ser. 21, Finned C'case, LN, \$25
McCoy .29 R/C, Blue Head, Lightning Bolt, Exc., \$25
McCoy .35 R/C, Ser. 21, Finned C'case, VG, \$20
McCoy .49 Ignition, BCRH, Nicely Restored, Bolt Holes Slight Enlarge, o/w LN, \$120
Merco .49 R/C Black Streak, Box Taped, msg. Clear Plastic, o/w NIB, \$80
Merco .61, Twin-Plug Head, LN, \$80
Magnum .10 GP ABC R/C, LNIB, \$40
Magnum .25 Pro R/C, Exc+ in Box, \$40
OFNA Racing .12EP Car, NIB, \$60
O&R .23 SP Ign., w/Bolt-On Beam Mt. & Plug, VG, \$30
Super Tigre G34 R/C, Exc., \$35
Super Tigre GS .40 Ring R/C, NIB, \$55
Super Tigre G90 R/C, w/Muffler & Plastic Radial Mount, Exc.-LN, \$90
Webre .61 R/C, Needs Cleaning, o/w NIB, \$50

Ms. Chris Gardner, 3825 Bedford Drive, Jefferson, Maryland, 21755. Phone 301-473-5728 (leave message if no answer). Add for postage & insurance.

Mohrbacher Estate Engine List 22 (Sept/October 2024)

Atwood .049, Like New, \$30
Fox .049 w/Flywheel, Mfg for Comet, Logo on C'case, Radial Tank, New, \$30
Fox .10, Late Production Large Black Box, NIB, \$50
Fox .15X, NIB, \$35
Fox .25 R/C Bushing w/Baffle Piston, AMEE v.2, pg. 78/79, # 253, New, \$25
Fox .29 R/C (91), NIB, \$50
Fox .29 Stunt (1953), AMEE v.2, pg. 46 #19, Exc., \$50
Fox .36 R/C BB Schneurle, New, \$50
Fox .36 R/C BB Schneurle, AMEE v.2, p.75, #227, Series 5, Like New, \$40
Fox .36 R/C Rear Exhaust (Sand Cast), Engine New/Box worn, \$80
Fox .40 R/C. 1971, AMEE v.2, pg. 59, #112, New, \$50
Fox .40 R/C Schneurle/Plain Bearing, New, \$50
Fox .40 R/C BB Schneurle, AMEE v.2, pg. 79, #258, Exc., \$35
Fox Eagle.60 R/C, NIB, \$75
Fox Eagle III .60 R/C, NIB, \$100
Enya .15 DII Diesel, Exc-LN, \$100
Hirtenberger HP-61 R/C (540), w/Muffler & Inst., LNIB, \$125
OK Cub .049 Power Kit, w/Decals & Instructions, Box Worn/Parts New, \$50
OS Max .099 Pet II R/C, Exc. - LN, \$30
OS Max-II .15, Exc.-LN, \$40
OS Max .29 Twin Stack Exhaust, Like New, \$80
Polet 5.6cc Stunt w/Integral Spinner & Box, LNIB, \$80
Ranger B .29 S/N B11, Bartelt Repro, Very Nice Engine, NIB, \$230
Saito FA-60T, Resembles Full Scale Flat Twin, w/Flex Exh, NIB, \$480
Thor B .29, AMEE v.1, pg.223, #2, New, \$50
Webra 1.7cc Glow, LN, \$40
WenMac/AMF .049, Car Engine w/Mount, Flywheel, & Gear, New, \$40
Zeiss 2.5cc VEB Diesel (303), Twin BB, Rear Intake, Exc., \$90

Add for Postage & Insurance Ms. Cheryl Mohrbacher, 3621 College Ave., Beaver Falls, Pa. 15010 Phone: 724-846-4658 Leave message if no answer.



Out in Front

Wasp sales are the best barometer of the coast-to-coast popularity of these super-fast 14" model race cars. Owners report speeds up to 50 m.p.h. and they are out front in any competition.

You can build this duplicate of Pat Cunningham's famous race car in two evenings. Body is cut to shape, rear axle prefabricated, 2½" counterbalanced air wheels, friction front drive. *Get this kit today at your dealer's.*

\$1175
COMPLETE
LESS ENGINE
at your
Dealer's

WASP
Special

WASP MODEL SUPPLY
4128 WADE AVENUE - VENICE, CALIFORNIA

for all 1/7 h. p. gasoline engines
HI-SPEED, OHLSSON,
PHANTOM, TROJAN, ETC.

RICHARD A. BLATT # 5915 210 Greenbrook Road Green Brook, NJ 08812 USA

MODEL ENGINE COLLECTION FOR SALE. Over 337 + engines, many in boxes - Old & New - 1938 to date. Glow, Spark Ignition, Gas, Diesel, and CO-2. Some examples : Bantam "19" Ignition, Dooling 7 Fin-61 Spark Ignition, Everson 29 Ignition, McCoy glow and spark ignition, Modella 0.27 ccm, CO-2, WEBRA 61 SPEED, Magnum 2.5 gas, Herkimer .074 Diesel, Enya .09, Testors 8000 plastic "Fly Em", Fitzpatrick 61, etc. If interested e-mail : rablatt@yahoo.com or call Rich @ 732-968-2480. Images of collection and/or individual engines can be e-mailed. Prefer to sell the entire collection. Will consider offers for entire collection or individual engines.

Also have many new and used engine parts for: Enya, Webra, Veco, K&B, YS, Zenoah, etc. Machined engine display stands also available.

Steve Wolff #5468 1222 Liberty Dr. Lexington, NE. 218-395-0946 hercules_driver@hotmail.com

WANTED: Master Model Craft Wing Dingus, Scientific Models AT- 6 Texan, Top Flite Superform Douglas Sky Rocket, 2.5 inch Froom spinner, factory prop for Holland Hornet, Trexler tire pump, needle valve and spray bar assembly for K&B .15R 61 series.

Thanks

Steve Wolff

Sam Cannella 3930-08 2857 Hammock Dr. Plant City FL 33566 (813) 473-3475

For Sale: Sterling P-51 profile U/C (old er box)\$60; FOX Stunt Runt vintage U/C \$55 ; Brodak Flying Clown (0.09) , U/C \$40; Top Flite Flite Streak U/C \$55; Brodak BABY Lightning Streak U/C \$40; Top Flite Jr. (0.15) Flite Streak U/C \$50; Brodak Super Clown U/C \$50; Sig Twister U/C \$50; VECO Navajo FF, \$30; "King Cobra" 33" , \$50; P-40 33" , \$50; P-51, 33" , \$50; Sterling F-6F Hellcat profile stunt, \$60; Dumas Crusader, U/C \$50; Classics Thunderbird, 54" U/C \$70 ;Ace RC Mach-None 1/2 A RC, \$30; Top Flite Schoolboy, .010, RC, \$50. Shipping extra. Other kits available - call.

Book: Flying Fortress by Jablonski , \$6.00

Call or email for details, postage. scannella1@tampabay.rr.com

Joe Celentano #114 28907 Gifford Ave. Moreno Valley, CA 92555-8242 951-924-9393 martomotors76@jps.net

Misc Eng Parts Ign & Glo. Dennymite, May Rocket, Ohlsson, McCoy, Veco, Fox, OS, K&B & Others. Use e/Mail, self-addressed envelope or call for lists. Fox Twin 120 R/C 1st Model New. \$275. Fox .46BB ABC CL w/Spinner NIB \$170. Fox 45 CL BB Schn. Ring. NIB \$165. Fox 36 RE w/MACS Header pipe & moded Fox muffler. New \$130. Various Fox engines available. Ohlsson .60 Commemorative by Herb Wahl. NIB \$250. May Motors "Rocket". 45. 1946 Mdl. Hex Intake Sys. New. \$165. Cunningham BlueStreak by RJL, Blue Crankcase, Ignition Set Incl. NIB \$300. \$140. May Motors "Rocket". 45. 1946 Mdl. Hex Intake Sys. New. \$165. McCoy 60 Series 20 by W. Bartlett. NIB. \$300. Anderson Miller Repro. .65 NIB. Complete w/Extra Blue Hi Compression Hd; Taibi Metal Gas Tank; rings; NVA. Original parts incl. \$300. Brodak .40 CL NIB. \$100. OS .29 CL Twin Exh. Red Tank mounted on rear. Exc. \$65. 4 Enya R/C Engs .09-.35; Package Deal Avail; call or e/Mail w/Offer. Como .40 R/C. ST clone. Msg Prop Nut & Washer Good. \$35. K&B .481 R/C '98 Mdl w/Gold Colored Squared Hd. Incl Muffler NIB \$150. Postage & insurance not incl. Ciao.

MEMBER " AD BOX" Please use form below

Please **Trim THE AD** as close as possible to border without cutting border. Us a steel ruler & Xacto knife

T
R
I
M

NAME MECA NO. STREET OR BOX NO. CITY STATE ZIP PHONE (OPTIONAL)

T
R
I
M

COLLECTO " AD BOX" Please use form below (Not Member Ad)

COLLECTO **REGION**

This Collecto Ad Approved by _____, Regional Director. Date: _____

TO AVOID CONFLICTS, COLLECTO ADS SHOULD BE APPROVED BY THE REGIONAL DIRECTOR & SWAP SHEET EDITOR. IF THERE IS NO REGIONAL DIRECTOR, CONTACT THE SWAPSHEET EDITOR DIRECTLY.

MINIMAL INFORMATION REQUIRED FOR COLLECTO ADS ARE THE REGION, THE CITY, THE COUNTRY (IF NOT U.S.A.) AND THE DATE(S). A COLLECTO NOTICE IS REQUIRED FOR EACH ISSUE SEND AS MANY AS WILL BE NEEDED.

SWAP SHEET SUBMISSION DEADLINES:

JAN-FEB Issue → DEC 31st JUL-AUG Issue → JUN 30th
 MAR-APR Issue → FEB 28th SEP-OCT Issue → AUG 31st
 MAY-JUN Issue → APR 30th NOV-DEC Issue → OCT 31st

MAILING LABEL

RICHARD KACMARSKY
 4820 PLUM HOLLOW DR.
 LANSING, MI 48917

MECA Officers & Regional Directors

President – Coordinator

David Zwolak, 8196 Middle Court, Middletown, MD 21769
Phone: (301) 371-3268 Email: LDSoar@msn.com

Secretary/Treasurer – Vice President

Dan Cencer, PO Box 8795, Bacliff, TX 77518
Phone: (832) 654-0309 Email: MECADUES@gmail.com

Swap Sheet Editor–Vice President

Richard Kacmarsky, 4820 Plum Hollow Dr., Lansing, MI 48917
Phone: (517) 323-8932 Email: cdrk3@comcast.net

Web Master–Vice President

Roger La Prelle, 1201 38th Ave SE, Albany, OR 97322,
Phone: (360) 402-8244 Email: r_laprelle@yahoo.com

Historian– Vice President

Bill Bickel, 3121 W Cavedale Dr., Phoenix, AZ 85083-8637
Phone: (623) 582-0211 Email: wbickel@msn.com

Race Car Co- Editors – Vice Presidents

Walt Wilson, 3000 Persimmon Drive, St Charles, MO 63301
Phone: (636) 757-3427 RALLYX@CHARTER.NET
Tom Brown, 3339 Hwy 259, Portland, TN
Phone: (615) 239-9535 tomf2abrown@gmail.com

REGION 1 JAY PROCENKO
(310) 839-8572; Southern CA, AZ,
14784 Juniper St. Hesperia, CA92345
Email: jay.NY6L@prodigy.net

REGION 2 GARY BARNES
(916) 726-8714; Northern CA, HI, NV;
8424 Thornburg Dr., Antelope, CA
95843
Email: garysteam@icloud.com

REGION 3 ROGE LaPRELLE
(360) 402-8244; AK, ID, MT, OR, WA
1201 38th Ave, SE, Albany, OR 97322
Email: r_laprelle@yahoo.com

REGION 4
OPEN

REGION 5 RICHARD MALINOWSKI
(708) 425-4463; IL, WI, IA, MN, ND,
SD: 10711 S. Cicero Ave. Oak Lawn,
IL 60453
Email: spindizzy2@man.com

REGION 6 SUMAN SARIPALLI (785)
979-1116; KS, OK, AR, MO,
104 Walker Pl. Lawrence, KS 66049
Email: ssk320@gmail.com,

REGION 7 (TX, NM, LA) OPEN

REGION 8 GEORGE MILANO
(931) 651-2684; GA, AL, MS, FL, TN,
PR, NC, SC; 4510 North Quinland
Lake Rd, Cookeville, TN 38506,
Email: thelakid1@gmail.com

REGION 9 DARREL PEUGH JR
(765) 860-5988; IN, KY, MI, OH, WV;
2711 Carriage Hill Lane, Cuyahoga
Falls, OH 44223
Email: Darrelpeugh@gmail.com

REGION 10. (NY, MA, VT, RI, CT, NH,
ME) OPEN

REGION 17 (Mexico, South and
Central America). OPEN

REGION 11 DAVID ZWOLAK, (301)
371-3268; PA, MD, VA, NJ, DE, DC,
8196 Middle Court, Middletown, MD
21769
Email: LDSoar@msn.com

REGION 12 (CANADA) DAVID
AXLER (780) 452-1536, 10433, 134th
St. Edmonton, AB, Canada T5N 2B3,
Email: NONE

REGION 13 (UK) WILLIAM C.
LANGLEY 82 Wenvoe Ave.
Bexleyheath, Kent DA7 5BT United
Kingdom, HM Phone 01634 295332,
Cell 07910 493294
Email: langley082@outlook.com

REGION 14 (Asia and Africa) OPEN

REGION 15 (Australia, New Zealand,
Papua, New Guinea). OPEN

REGION 16 (Central Europe) HANS-
DIETER TEGTMEIER, Versbacher
STR11, Wurzburg, D-97078, DE
Email: h.d.tegtmeier@gmail.com

MODEL ENGINE COLLECTORS ASSOCIATION - Membership Application

Name _____	Membership Types (Dues/year)
Address 1 _____	___ Regular – Mailed Bulletin 6/year & Internet USA \$45, Canada/Mexico \$50, All others \$65
Address 2 _____	___ Internet Access Only - \$20 Worldwide
City _____ State/Province _____	New Member: Yes No
Postal Code _____ Country _____	MECA # (If Renewal) _____
Phone _____ Email _____	

Payment Methods:

CHECK (In US funds) – Payable to MECA – Send to: MECA PO Box 8795, Bacliff, TX 77518
(Include completed membership application form)

PAYPAL – Add 5% to membership fee to MECADues@gmail.com - Email completed application form separately

QUESTIONS? Contact Dan Cencer at (832) 654-0309 or Email at MECADues@gmail.com

WEBSITE: www.modelenginecollectors.org

M.E.C.A. MEMBERS SERVICES LIST

The appearance of a provider/vendor on this page does NOT imply endorsement by MECA or any of its officers. Members should perform their own due diligence before engaging the services of any listed provider/vendor.

This is a listing of providers and the services they are offering to the membership. I will update this list as new material arrives.

Please notify me of any changes, errors or omissions so that I may keep this list up to date. Please send all ads to:

Bill Bickel, 3121 W. Cavedale Dr., Phoenix, AZ. 85083-8637 E-mail: wbickel@msn.com

THE MECA SERVICES LIST DEADLINE is ONE WEEK prior to the published SWAP SHEET DEADLINE. SWAP SHEET ADS SENT TO ME MAY BE DELAYED AND ARE AT RISK of MISSING the CUT OFF DATE.

REPRO ANTIQUE IGNITION MODEL ENGINE PARTS INCL: SPARK PLUGS, COILS, BOOKS, GASKETS, DECALS, FUEL TANKS, SCREWS, MANUALS, ETC: Aero Electric. 3706 N 33rd St., Galesburg, MI 49053-9715. 45 page catalog \$24.00 Email: aeroelectric@charter.net Web: www.woodysengines.com -- Please submit all orders via USPS mail using the order form in the catalog or on the web site and be sure to include your email address and phone number. Orders will be processed as quickly as possible but please be patient.

ENGINE COLLECTORS' JOURNAL issues 1-270 and THE MODEL ENGINE COLLECTOR issues 1-4 INDEXES on a CD. \$20.00 ppd. MECA BULLETIN issues 1-345 and THE MODEL ENGINE COLLECTOR issues 1-4 INDEXES on a CD. \$15.00 ppd. Please inquire for foreign shipping costs. Bill Bickel 3121 W. Cavedale Dr., Phoenix, AZ. 85083-8637. Tel: (623) 582-0211 E-Mail: wbickel@msn.com

MODEL ENGINE REFERENCE MATERIAL: American Model Engine Encyclopedia, Volume 2 - \$35.00 + \$9.00 postage. Cox Model Engine Handbook - \$25.00 + \$9.00 postage. Both for \$60.00 + \$9.00 postage. Foreign Postage Higher. Karen Norris, 2385 Lisa Dr. Colorado Springs, CO 80915. email: kenorris33@gmail.com

REFERENCE BOOK OF 2.5cc/15ci INTERNATIONAL MODEL AIRPLANE ENGINES: (2nd Edition) Now discounted to \$60.00 plus shipping. DENNYMITES DRONES & MORE Info on Sky Charger, Walter Righter, Reginald Denny, Dennykite, Dooling Brothers & much more. Reprinted book is now available for \$60.00 plus postage (US \$7.00 media mail) For information contact: Sally.dunkin@sbcglobal.net or (816) 229-9671.

ENYA U.S. ENGINES: Complete Enya parts inventory. Also OS Parts. We specialize in C/L. Shipping worldwide. Bobby Brooks. Tel: (954) 234-0863. Email: shatterman@aol.com or bobbybrooks1241@yahoo.com

CUSTOM ENGINE DISPLAY MOUNTS: Wood, metal or plastic base with appropriate stand-offs or risers. Not a universal (one size fits all) unit. \$8.00 each for basic models with 1/4" aluminum base. Painted with black or copper hammertone paint. Other unique types available with prices based on material and complexity. Dave Braun: 745 Via Orizaba, Riverside, CA 92506. Phone (951) 276-9267

DOWNSIZING & ESTATE LIQUIDATION: Peter Klosky, Fairfax VA. Tel: (703) 727-4939. meca@peterklosky.com

OK & OK CUB: Some parts available. Theodore Brebeck, 7 Marshall Ave. Mohawk, NY 13407. okengines@aol.com

M.E.C.A. HISTORIAN

DID YOU KNOW?

Your Historian has on file ALL issues of the MECA Bulletin and/or Swap Sheet and can provide copies of this material for printing costs plus postage. Material that I can send via email will be provided free of cost if it will fit into my outbox.

The AMA Library also has this material on file.

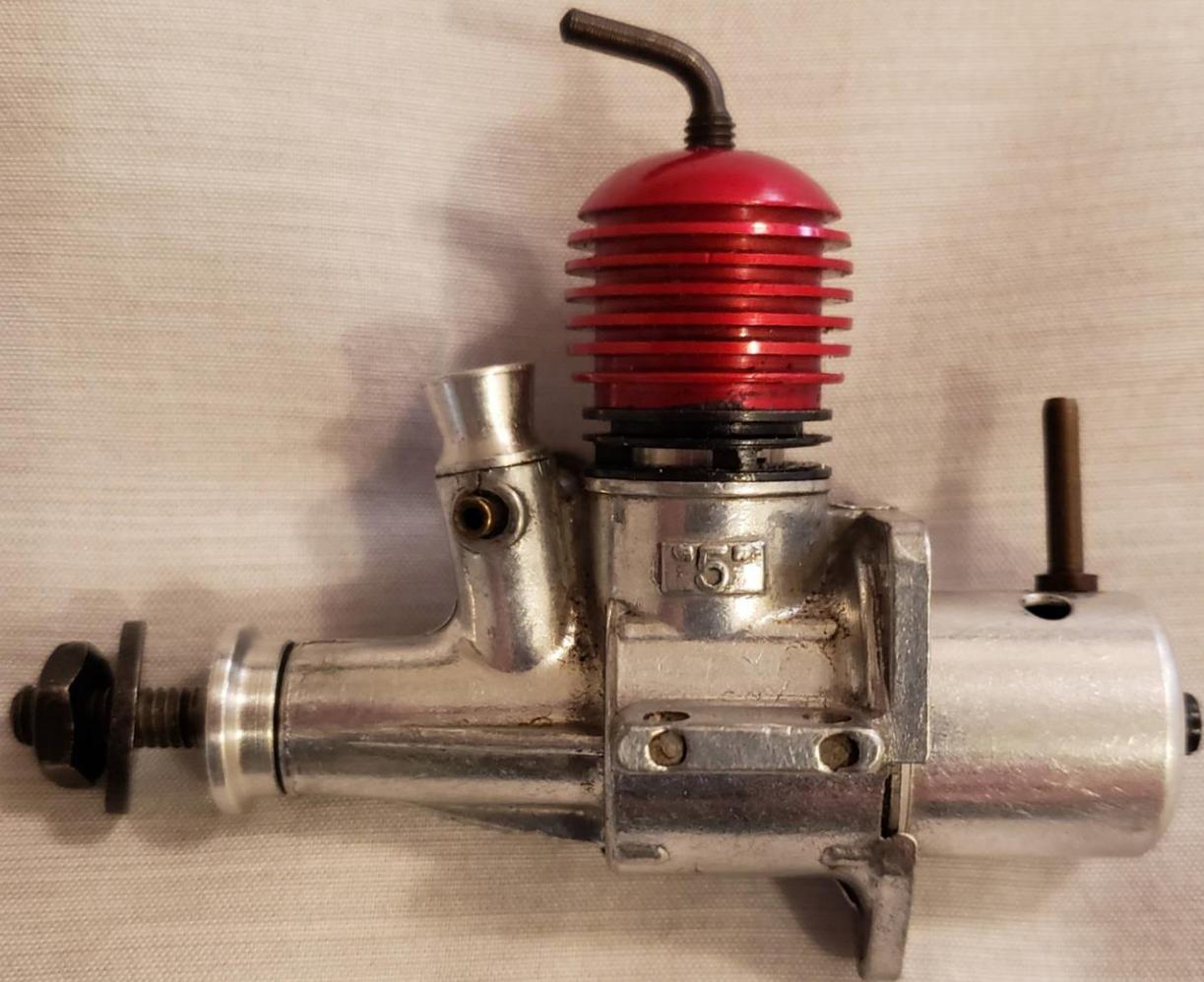
The National Air & Space Museum in Washington DC has on file MECA Bulletin issues 1-64 (January 1964 through September 1977) in 8 bound volumes that President Hank Hilscher had reprinted and made available to MECA members starting in 1975 and continuing into 1993.

Bill Bickel



M.E.C.A. Swap Sheet
PO Box 8795
Bacliff, TX 77518

McCoy "5" Diesel



Real or Not ?

Check your dues expiration date next to your name and PAY YOUR DUES to DAN CENCER.
Check the spelling and correctness of your address and send any changes to DAN CENCER.